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THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1847.

Hongkong, 30th December, 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.
While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

DEATH.

At the General Hospital Shanghai on the 30th December 1892, WILLIAM SAUNDERS, aged 60 years. Deeply regretted.

The Hongkong Telegraph.

HONGKONG, FRIDAY, JANUARY 6, 1893.

"CHARBONNAGES."

Rumours have been current in the colony for the past few days that the Compagnie Française des Charbonnages du Tonkin was badly in want of money, for a briquette or patent fuel factory in Hongkong and also for various works at Hongay. It was further rumoured that there was considerable difficulty in raising the money, even on an admittedly sound enterprise like this. It was even stated that the Company would have to stop work entirely. We are in a position to state that these rumours are very greatly exaggerated; the fact is that the shortness of money in the Colony has necessitated the reconstruction of the Company in order to raise the small amount required. This reconstruction is now practically an assured

fact, being indeed as good as settled. Money is forthcoming to carry on the work, and buy out all the existing rights at a low valuation, in which the shareholders lose something, though they would lose more, but for the generosity of a local firm which has a large interest in the concern. Meantime the work at Hongay is going on as usual, and details of the reconstruction scheme will be announced in a few days.

TELEGRAMS.

ANOTHER M. P. UNSEATED.

LONDON, December 29th.
Mr. Michael Davitt, M. P. for Meath (North) has been unseated owing to undue clerical influence.

FATAL DYNAMITE OUTRAGE IN IRELAND.

A dynamite outrage has taken place in Dublin outside the offices of Mr. Morley, Chief Secretary for Ireland. A detective was killed and considerable damage occurred. The outrage is believed to be the result of the refusal of the Government to release from custody the Fenian Daly.

THE UGANDA COMMISSION.

January 4th.
Sir Gerald Portal, Consul-General at Zanzibar, the Commissioner appointed by Government to report on the question of Uganda, has started for that place.

INTENSE COLD IN EUROPE.

Intense cold prevails in Great Britain and on the Continent.
The Thames and the Seine are frozen.

LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s steamer *Lombardy* left Bombay yesterday, for this port.

Sir E. Fremantle, Admiral on the China Station, will probably pay a visit to Singapore shortly.

H.M.S. *Swift* returned from Canton to-day with Admiral Fremantle, who has been paying an official visit to the Viceroy.

It is stated that there are still fourteen different places on this globe where cannibalism is practiced, but the custom is gradually dying out.

We are informed by the Agent of the O. & O. S. N. Co., that the steamer *Belgic*, with mail, &c., from San Francisco to the 15th ult., has arrived at Yokohama, and will leave for this port to-morrow morning.

"DOCTOR," said the reporter, "may I ask what will be the subject of your sermon next Sunday?"
"Nothing that you will care to announce," replied the Rev. Dr. Godman, mildly. "It will be simply a plain Gospel sermon."

THE Chamber of Commerce is not issuing any manifestos about the *Small* publishing Reuters telegrams before the 24 hours expire. Probably the Chamber of Commerce does not read the *Small*. Still, there is no telling what fools will do.

CABBAGE has always been said to be a cure for intoxication. The Egyptians ate boiled cabbages before their food if they intended to drink wine after dinner, and some of the remedies sold as a preventive of intoxication on the Continent contain cabbage seed.

The largest heron female in the world is at Serapongam in India. It comprises a square, each side being a mile in length, inside of which are six other squares. The walls are twenty-five feet high and five feet thick, and the hall where pilgrims congregate is supported by 1,500 pillars, each cut from a single block of stone.

H.M.S. *Tamar*, with naval relief for the Far East, arrived at Singapore this morning and will leave to-morrow for Hongkong. She must have made a splendid passage out, being at least four days ahead of time. She brings new crews for the *Albatross*, *Caroline*, *Mercury*, *Plover*, *Redpoll*, and *Victor Emanuel*—very good men in all. She is expected here to-morrow week and will leave about the 20th inst.

HERE is (says a contemporary) "the latest application of 'the metal of the future.' A German doctor of repute prescribes aluminium as a permanent cure for rheumatism. 'A finger ring,' he says, 'made of this metal, and properly insulated with another metal, worn on the finger for one week will cure the worst case of rheumatism. A gentle current of electricity is generated which will at once quicken the circulation of the blood, dissolve the acid crystals, and relieve the pain.' 'A medical friend of mine,' he continues, 'has given positive proof of this cure, some of which had been pronounced incurable, having been permanently cured by the use of aluminium.'

TO-DAY'S SHIPPING RETURNS.

Inward.
Choyang.....Steamer, from Wulu.
Bormida....." " Singapore.
Tiamachus....." " Singapore.
Bayern....." " Shanghai.
Aggregating 6,666 tons, register.

Outward.
Choyang.....Steamer, for Canton.
Polius....." " Saigon.
Thales....." " Swatow.
Yehin....." " Shanghai.
Canton....." " " "
Aggregating 4,795 tons, register.

THE London correspondent of the Singapore *Free Press* writes:—In connection with the selection last week of the crews of some half-dozen vessels on the China station, extremes of difficulty were experienced in procuring engine room staffs, some of the skeleton crews allotted to the *First Reserve* ships had ultimately to be appropriated for the purpose. There is some gravity in the latter circumstance, as it renders the vessels thus denuded unfit for service for the time, though they are supposed to be capable of going to sea at 48 hours' notice. But as a matter of fact, this paucity of hands in the engineering department is noticeable throughout the fleet. The *Bellona*, which is having her tubes furnished at Portsmouth, and to which, as a cruiser, with speed as a first requisite, good stoking is essential, would require 40 stokers to maintain her full horse power, and she has only 30; and her case is by no means an isolated one.

THE P. & O. S. N. Co.'s steamer *Gwalior* left Singapore for this port at 1 p.m. yesterday.

A REGULAR Convocation of Victoria Chapter No. 525, will be held in Freemasons' Hall, Zealand Street, on Wednesday, the 11th instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

On the morning of the 1st ult., sixteen houses in course of construction by the China Paper Mill Company (native) at Shanghai suddenly collapsed, burying a number of workmen. One had all his ribs and his skull smashed in, and died shortly after reaching St. Luke's Hospital. Another man was badly injured, and a third is still buried.

THE great Chicago fire is entitled to the distinction of being the most extensive city conflagration, so far as known, that appears in history. The west division of the city 134 acres were burned over; in the south division, 460 in the north division, 1,470. The whole number of dwellings destroyed was 17,458, and 98,660 persons were made homeless by the flames.

Friend—Did you enjoy your sojourn in Europe?
Relic Hunter—Enjoy it? I should say so! I cut some good fringe from the Emperor's throne in Berlin, booked a door knob from the Vatican, broke away off an old statue in Italy and chipped off a piece of Shakespeare's tomb. I wouldn't take \$1,000 for 'em!

A BET made by a celebrated gambler, nearly a century ago, deserves to be recorded for its peculiarity. After a run of ill-luck with Lord Lorne, he jumped up suddenly and, seizing a large punch bowl that stood near, said, addressing his landslides: "For once I'll have a bet when I have an equivalent of winning. Odds or even for 15,000 pounds, that I will win the reply, with the utmost composure. Draw the punch bowl against the wall, and the pieces being cut out, unfortunately for the young hero of the experiment, they proved to be an odd number—and he was a ruined man."

"WHAT the deuce did you sell me this dog for?" exclaimed an irate purchaser, coming into a fancier's shop.

"I don't remember," responded the dealer politely, "but I think I sold him for \$10."

"That's exactly what you did, and you said he was excellent for rats."

"No, he isn't worth a cross. He lets them get away from him every time."

"Well, isn't that excellent for the rats?" and the dealer asked the question so glibly that the purchaser never swore once and walked out.

THE ranks of the old Shanghaianders are being rapidly thinned out, says the *Mercury*. Another of them, and one universally respected and highly regarded, passed away on the 30th in the person of Mr. William Saunders, who for many years was the only photographer in Shanghai and North China. Mr. Saunders came out to Shanghai in 1860 in the old paddle-steamer *Lyttelton*, and afterwards returned to England and learned a good deal about photography. He came back with all the paraphernalia of what was in the old collodion-plate days the "black art," and made quite a goodly pile in a few years taking photographs of places in Peking which have ever since been untouched by a camera. He also travelled in Japan in the days of the *Tycoon* and the *Samurai*, and was probably the first man to get a lens upon these bits of Japanese scenery which are now to be seen in photographic form all over the world. Mr. Saunders retired from business a few years ago and last year went to England, whence he only returned a few weeks, when he caught a chill which developed a fatal attack of bronchitis. He was a man of sterling character and leaves a host of friends to regret his demise.

FIFTY years ago the introduction of iron as a building material created a revolution in the science and art of shipbuilding. It is now certain, says *Kühlow's*, that in the very near future an even more important revolution will be created by the introduction of aluminium. At present there are in existence a few small craft constructed of this metal. One is a Swedish light-boat. The fifth is a yacht which is now completing for sea in Germany. Until two or three years ago the high price of aluminium entirely barred the way to its general usefulness, but the metal has since become much cheaper, and to the shipbuilder it offers so many striking advantages that, even at the comparatively high price which is still charged for it, it is sure of general adoption. In strength and toughness it rivals steel, in non-liability to corrosion it is almost as good as gold, and in lightness it stands altogether alone. Not is this all. The hull of an old iron ship, when sold to be broken up, goes for nearly nothing. The hull of an old aluminium ship would, if facilitated, be disposed of as worn out metal, fetch nearly two-thirds of its original cost. This is a consideration which capitalists and investors are not likely to lose sight of. To the naval constructor aluminium comes as precisely the material of which he is mostly in need. His great problem of late years has been to reduce to the lowest possible dimensions what may be called the variable weights of his vessels. It is computed that, by using aluminium instead of steel, he may, without sacrifice of strength, reduce the weight of a ship's hull by fully one-half.

It is said, according to a writer in the *Bicycle World*, that the lungs of a man are a great deal too big, and would suit an animal who had to take very violent exercise constantly. The whole of the lungs are not used under ordinary circumstances. There is a very important point connected with this, and that is, the necessity for a muscular exercise in the open air like cycling really is. In performing the ordinary duties of life a man does not use the whole of his lungs. There is a portion that is used very little, and when a man leads a very sedentary life and seldom takes any exercise, that portion of the lung which lies at the upper part of the heart is hardly used at all. The result is that this part of the chest does not expand, therefore, unless a tolerably violent effort is made, the whole of the lungs is not used, and the portion which is not used is the very one which is most frequently affected by consumption, probably from the reason that it is not used under ordinary circumstances to any great extent, and so it gets out of order—not in perfect equilibrium—it thus forms a favorable seat for disease. This is only an example of what cycling can do to bring the organs into proper working order, and shows also the danger of never making a severe effort, and of never putting our various functions to some considerable strain, as too often the case with those who object to cycling on the ground that it is too hard work. We must take this organ to its fullest extent, or otherwise we lay ourselves open to disease, and it is, owing to the fact that cycling accomplishes this in a more pleasant and satisfactory manner than any other means yet devised by man that the wheel is on every side being recommended by the medical profession. In the open air with the most fascinating of recreations, making cycling as favorite a medicine with the public as life with the physician who prescribes it.

H.M.S. *Mercury* is expected to arrive about now from Singapore, to pay off and re-commission.

Maudie—I wonder why Mrs. Swatow shows her feet so much.
Mrs. Saccree—Probably because she can't get a big enough dress to conceal them!

WHEN condensed milk was first introduced, thirty years ago, the idea was laughed at. The inventor carried off the entire daily supply for New York city in a 10-quart pail, delivering it personally to patrons. He died worth \$7,000,000, made out of the business, which has grown to be a gigantic industry.

THE average consumption of sugar per head is greater in the United States than in any other country in the world. Americans take their coffee and tea much sweeter than Europeans, and in cooking of every description sugar is used with exceptional freedom. This is especially the case with pastry and pies, the latter very largely an American institution. This excessive use of sugar at all meals is one of the causes of the prevalence of dyspepsia and indigestion, sugar feeding both these ailments, and also causing an unhealthy accumulation of intestinal calculi or fatness.

THE most expensive royal regalia in the world are said to be those of the Maharajah of Baroda, India. First comes a gorgeous collar containing 500 diamonds, arranged in five rows, some of them as large as walnuts. A top and bottom row of emeralds of equal size relieves the lustre of the diamonds. A pendant is composed of a single brilliant called the "Star of the Deccan," and there are aigrettes, necklaces, bracelets, rings and chains to match. The Maharajah's own special carpet, 1005 feet in extent, made entirely of pearls, with a big diamond in the centre and in each corner, cost \$1,500,000.

IN the month of March, 1815, the *Paris Monitor* announced the unexpected return of the Emperor Napoleon from Elba. The first announcement of the *Monitor* was far from polite, but as the little Corsican approached Paris a gradual change took place in its tone: "The cannibal has left his den."
"The Corsican wolf has landed in the bay of San Juan."
"The tiger has arrived at Gay."
"The wretched specter of the night at Grenoble."
"The tyrant has arrived at Lyons."
"The usurper has been seen within fifty miles of Paris."

"Bonaparte is advancing with great rapidity, but he will not put his foot within the walls of Paris."
"To-morrow Napoleon will be at our gates."
"The Emperor has arrived at Fontainebleau."

"His Imperial majesty Napoleon entered Paris yesterday surrounded by his loyal subjects."
A CHATV chapter in Chambers's Journal, dealing with American newspapers, has some interesting observations on the value of newspapers to the historian. We presume it is from the matter and method of the article that we form the informing pen of Mr. William Andrews, F.R.H.S., of Hull, author of numerous works on the social life of the olden time. "The only true history of a country," said Lord Macaulay, "is to be found in its newspapers." Sir George Cornewall Lewis expressed his conviction that the historian of the future will find all his materials in the Times. The American historian, Mr. Bancroft, seldom saw a newspaper without drawing from it materials for his work. The story-teller often obtains from the daily and weekly press suggestive notes. Charles Reade made excellent use of the romantic episodes recorded in the newspapers. His scrap-books, containing clippings from the papers, were numerous and valuable, and amongst his most cherished treasures. Many modern men of letters might be mentioned who are alive to the importance of preserving facts drawn from the journals of the day.

ANTICIPATIONS FOR AMOY RACES.

"Early Worm" writes in the *Archimedian* *Letter of Amoy* on 30th ult., as follows:—

Once again the Racing Season is upon us bringing with it its many pleasures and disappointments. The list of entries is just out and it looks as though we were going to have one of the best meetings we have had for years. There are 26 ponies entered; some are certain not to face the starter and others may be left in their stables for all the good they will do, but we have some good class ponies down, and most of the races will be well completed for.

The Subscription Grifflin list only secured six prizes: three of them seem pretty even and may give some good chance of winning it.
"Muleteer" have not as yet succeeded in covering 1 mile under 1.50, and need not be taken into consideration.

The Trials look like a race between "Echo" and "San Koo Chan," although many think "Call" will have a look in. I don't, however, expect to see him trouble them much; in fact these two ponies should divide the Subscription Grifflin races between them, unless "Call" gets a look in on third day in the Lottery Cup. I for this race which is unfortunate as he would have had a very good chance of winning it.

The very handsome Challenge Cup has been reduced owners to get a better class of ponies down, and now we have six ponies belonging to Amoy Owners that distinguished themselves at the last Shanghai Spring and Autumn meetings.
Mr. Boyd holds the Cup and if he wins it this year it becomes his property; he has a strong stable and can put at least three in the field that will cover 1 mile under 2.14 which is not bad on "Sun" Plate. However, such ponies as "Yarra," "Timberpole," "Discount" and "Wild Mint" should make the best penny gallop, and if jockeys are only forthcoming the Challenge will be a race worth seeing.

I have not had a very good opportunity of getting the watch on yet, but during the next week we should see some good galloping that will enable me to get a time or so. Foochow has sent down four ponies, and by their performances at the Foochow Autumn meeting will require watching. Captain Hope has two good ponies in "Aristocrat" and "Democrat" and I shall not be surprised to see him take away the Douglas Challenge Cup with the former.
Mr. Escher's "Khedive" is a flyer, but report says he is hard to manage which may spoil his chances on this course still, he will have to be reckoned with in the short distance races.

Of the old ponies "Nero" and "Dunoon" seem in the best fettle; the latter carried a mile weight up with "Wild Mint" and "Lafontaine," boys up, last Wednesday in 2.15 going easy at the end. Mr. Tito with "Volunteer" and "Pioneer" may manage to pull off a race, the former is going strong and looks more like what he was, on his first introduction to Amoy.
Mr. Cass' "Primrose" arrived from Shanghai in such awful condition that it is very uncertain if he can start. Fit and well he would have rendered a good account of himself, and it will be very disappointing to his Sporting Owner, after having gone to the trouble and expense of getting a good animal, as he undoubtedly is, not to see him run.

The next ten days will no doubt bring the usual many surprises, so I shall wait before giving any tips.

It would be very popular if the Stewards could arrange to get up a Totalisator or Parimutuel inside the enclosure and the commission they would charge would help to swell the Funds of the Club.

If the Clerk of the Course could arrange to let us have a Scale, either on the course, or in one of the Stables, it would enable Owners and Jockeys to see what their ponies are carrying.

A TRIP UP THE POYANG.

BY R. S. L.

VIII.

(Continued.)

Leaving Meik on the 5th of December, we travelled the whole day tacking zig-zag in a strong head wind. The lake, which is here of immense width, was now nearly dry and confined mostly to within the banks of innumerable rivers and streams. As far as the eye can reach in almost all directions lies the bed of the lake, bounded in the distance by the blue hills which are, in many cases, only just visible. At night we anchored near Tangyin, a series of rocky, hilly islands rising sheer out of the bosom of the lake. Many of them are crowned with little shrines or temples. On some of the large ones there are a few inhabitants. From this place we started on the morning of the 6th with a strong head wind, bent in the river and we were, eight or nine of us, engaged in this for two hours, and when we had rounded the point we found we had made about a couple of hundred yards. All these streams are most turbulent and winding and any wind becomes alternately fit and head, for at times we travel in all the directions of compass. In the evening we saw Kachou in the distance, but were unable to make it and had to anchor at Yuik Fu, some 15 H from the city. Here there were a number of retired officials and wealthy gentlemen's residences and quite a fleet of boats anchored off shore. Just below us on a high, bluff rising right into the river was a pretty situated pagoda. But it had come to grief in some way for the top third was missing, perhaps having at the bottom of the river just at its feet.

Arriving next morning at Kachou we passed slowly up the river for a full mile boats of all sizes and kinds being tied up to the shore the entire distance. As the foreign boat passed up people rushed out of every street and house to see the strange sight. We saw a number of remarkably fine ornamented doorways over various guilds. They were of all kinds of coloured stone and porcelain and were quite striking in appearance. Red sandstone arches were also seen, and very cheap, being only six or eight cents a square foot for a large slab. About half-way up the stream we saw some grandly decorated arches and official chairs and shawls dressed officials with an immense crowd of onlookers; we found afterwards that all this was in honour of the *Hsiao Tsi* or Literary Chancellor, who was just on the point of leaving the place. We happened to have reached Kachou at a bad time, being being conducted and the city was thronged with over ten thousand students and their retainers. A couple of days before our arrival there had been a serious disturbance on the part of the officials and they had sworn to kill the official and the Chancellor himself. In their stupid rage they demolished the examination halls and caused other damage, giving the authorities considerable anxiety. Two or three years ago a Plymouth Brother missionary attempted to live in native dress and style in the city but was driven out and since then nobody has been to the city as far as I know, and so the natives, unconscious of the state of the city, a large crowd of people ran together and as soon as we were near enough I jumped ashore with an armful of calendars published by the Religious Tract and Book Society of Kichang and which we sell at two cash a sheet. Immediately the crowd closed in on me and I was utterly unable to take the cash and hand out the tracts fast enough. Some roughs commenced pushing and charging, and grabbing books, so I had to force my way out and stand for a little time on the edge of a native boat, where only a few persons could approach at a time. In this way satisfying a large number and my two companions springing ashore at the same time, we were better able to cope with the crowd and in an hour sold several hundreds of Scriptures and tracts. A heavy downfall of rain prevented our doing very much more work during that day. In the meantime the *Hsiao*, an old man, came down and brought us to go away and anchor somewhere else and not to go on the street. I sent my card to the magistrate and he returned his card, saying that he could not guarantee our safety at this time, that if we would come when there were no examinations on he could easily keep the peace, but that there were seven *Hsiao* concerned and it was utterly out of his power to secure our safety at this present time. Moreover he urged us to shift our anchorage as it was a most unsafe place and would easily be accessible to those who were disposed to rowdiness. It was, however, altogether too inconvenient at that time to move our boat, so we determined to stay out the night at any rate and see what would come of it. A longslide of us was anchored at a boat with a lively company of passengers who made the night horrible till early morning. The next day we went on to the streets and made a little crowd found the people quite agreeable and pleasant. Our books and tracts were quite in demand and went rapidly. The students were going away to their homes in great numbers; the successful ones had long red streamers flying from the mast-heads of their boats. Some were riding in state dressed with their gaudy clothes with attendants according to their degree, witnessing to all that they had gained their first degree.

We learnt that the Romanists had recently entered the city and had purchased property on the main street and that four foreign priests were in residence.

This city has a large trade in porcelain ware. The great factory for all China, Chingtehchen, is only a place to have a million inhabitants, is only a little over one hundred H from here, and all the manufactures are said to go through this city. We bought a little to take away with us and found it considerably cheaper than in Kichang.

The city itself is by no means busy, but as in many other cities in China, the busier business portions with the large shops are all outside the walls. There are a couple of very long streets which the natives proudly boast are ten H long. This is evidently wide of the mark for they were thoroughly worked them in their entire length and most of the side streets but did not find that they were anything like ten H.

We remained several days and sold between 2,000 and 3,000 copies of our tracts. We had a pleasant stay and were kindly received everywhere. The ancient *Hsiao* was so anxious to get rid of us when we first came landed up by pressing me to buy a house and land, I had to offer to the same effect from others; but I had money at my disposal I would certainly have

chance a property and open work here in the next few months; \$500 or \$700 would be a sufficient sum; will any reader of this letter give the necessary funds and thus open up this city?

We were delayed still another day at Kachou and sold in that time over 1,000 Scriptures and tracts. The calendars were in great demand, and we could not hand them out fast enough. All around us was a large crowd holding out their hands, and each demanding to have one immediately and all at once. Soon our last copy of everything was gone, and we had to return empty-handed to the boat. In the evening we cast off, and as we slowly rowed down the river, men on shore shouted to us to land, as they wanted some of our books; to this request it was not convenient to accede and we promised to visit the place again. With a heavy wind and current we made but little headway that night and spent the Sunday, 11th December, only few H from the city. We noticed a rude kind of bullock cart in use in this part of the country, the only one I have ever seen in these southern regions. They were of the most primitive construction—a few boards lying across poles along between two overgrown bullock wheels. These were evidently used for carrying the immense quantities of rich mud and alluvial deposit from the bed of the lake to the terraces extending almost to the very top of the hills.

On the 12th we made but slow progress, and more than once got ashore in the deep mud. On one occasion we had all to turn round and work hard at the oars, while the crew got into the water and shored. The water was icy-cold, but there was no other way of getting off. At last to our delight we were again afloat. Night overtaking us, we tied up to the shore, and remained the night not far from the rocky islands described in a former letter. The next morning we started with an ideal day, a warm sun shining, with no breath of wind. A swift current bore us rapidly down. At one place there were shallows, and the stream, filled with boats ashore, and following and preceding us was a long line of ships of all sizes, boats, and men, the swift current and strong pushing with boat poles we passed safely over in less than ten minutes.

In the afternoon we approached Ch'ing-chang Hsien, most charmingly situated among the hills. It lies about a mile from the present anchorage, but in high water it has a most perfect harbour, entirely shut in by hills and offering a safe retreat from the fiercest winds. We entered by the south gate, a large part of whose wall had been demolished by this year's flood. The streets are very poor, and there is not even a second-rate, much less a first-rate, shop in its entire length. The people bear a character of roughness everywhere. They say that all around the lake these folk here take the palm for evil. Asking a native what was the chief business of the folk of this *Hsien* he replied "Fishing and piracy." Certainly there is something of fish about. We saw hundreds of fishing boats with their owners busily plying their trade, and on the river every other boat had fish for sale. We did not meet with a very hearty welcome. Men ordered us to move on, saying we were a nuisance. They seemed to have some kind of fear, they seemed a little ashamed, and then they entered into conversation and ended by purchasing our books. A friendly gentleman from Kichang came out into the street and warned us quietly that these *Tenchang* people were a very unscrupulous class, and advising us to avoid any possibility of an argument or dispute, otherwise there might be trouble. Everything, however, passed off without any unpleasantness, and about dusk we returned to our boat, having sold about 150 copies of our calendars and tracts. The morning was spent working on the street and on the boats anchored at the entrance to the harbour, and awaiting the tender mercies of the ill-tempered. Then with a westerly wind current we reached Nank'ang late at night. The next morning, after two hours' sailing, the wind proved too strong and the waves too high to allow us to proceed, so we tramped overland the 30 H to Kichang, where we were glad to arrive at night. Thus ended our journey which had taken about a month to accomplish, and during which we had travelled nearly 4,000 H and sold some 15,000 books and tracts.—*N. C. Daily News.*

NOTES FROM CHINESE PAPERS.

The five engines and firemen appear to have had pretty lively work during the last three

but in some cases the watchmen omitted to examine the parcels to see if they contained stolen goods.

Mr. Van Kol, a civil engineer, belonging to the Netherlands Indian P.W.D., now in Europe on leave, is a prominent socialist and has been making speeches at meetings at Marseilles, Berlin and other places.

The Chinaman, Si Chim Kang, alias Jones, who succeeded in getting bounty money by enlisting in the N.I. Army as a European, was sentenced to six months' imprisonment and a fine of a hundred guilders. This simple minded Celestial succeeded in getting a certificate of birth and baptism in the name of Jones, and the Assistant President of the Salafite Church, who was an inhabitant of that place, although he had never lived there. A man who was charged with aiding and abetting the Chinaman was acquitted.

A woman, at Berlin, in Samarang, was recently arrested on the charge of cutting a man on the other side, when an alligator seized him by the right arm. The man had his grass knife in his left hand and commenced striking the reptile with it. The monster became enraged, tore off the man's arm and disappeared in the water. The poor man's cries for help were heard by other natives who ran to his assistance and carried him to the hospital, where he was at once placed under medical treatment.

At the small village of Djogja, on the 11th of December, a native woman on her way to fetch water from a pond, was seized by a tiger, and she would have been carried off had not a few courageous villagers driven the beast off. The tiger was caught in a trap two days later and immediately killed. The woman died from her wounds and shock to the system.

Cases of death by lightning are not at all uncommon in Java. Small boys minding buffaloes appear to be very liable to this form of accident. A few days ago three boys in charge of buffaloes at Djogja were killed by lightning. The natives were also struck in a Samarang village; one of them was killed, but the others revived. At Cheribon also a man met his death in the same way recently.

Last week a lottery was held at Batavia for the purpose of paying the expenses of renovating the Theatre. A Chinaman drew the first prize. On the 1st of December at Batavia 28,600 slabs of Biliton, weighing 15 5/16 piculs, were sold by auction at the average price of grs. 63-18 per picul—Singapore Free Press.

BITS OF INFORMATION.

Leo XIII is the 258th Pope. Moscow has a \$10,000,000 church. Uncle Sam has 850,000 pensioners. We have 6,000 women postmasters. Elevators were used 3,000 years ago. The ostrich is the swiftest living thing that runs. Laplanders often skate a distance of 150 miles a day.

The telephone has been known in India for 50 years. The mean height of land above the sea level is 2,350 feet. The Governors of Ohio and Rhode Island have no veto power.

Hull of the wealth of the United States is in the hands of 200 people. The first balloon was constructed by the Montgolfier brothers in 1783. The tariff furnishes about \$211,000,000 a year to the U.S. Government.

One-half of the wealth of England is in the possession of 1,000 individuals. The first post office was first post-office during the year that America was discovered. The sun's rays take 4000 years, the poppy 32,000, and the tobacco plant 70,370.

The military expenses of France since the war 1870-71 have been about \$1,800,000,000. The cornerstone of the White House at Washington was laid on October 13, 1791. Complete cable communication was established in 1872 between Australia and England.

The first wheat raised in the New World was sown on the Island of Isabella in January, 1494. A Russian can plead infancy for a long time, as he does not come of age till he is 20 years old.

Near Nisch, Serbia, a building has been discovered wholly constructed of human skulls and bones. The smallest coin ever struck in the United States was a half-cent, which was issued between 1793 and 1857.

The value of infantry was not fully recognized by medieval commanders until the fifteenth century. Shifts of chain armor, which cost about \$500, are now worn by more than one distinguished person in Europe.

A red fire tree in Chelchis county, Wash., is 400 feet high and nearly 54 feet in circumference 6 feet from the ground. There are more Jews in three of the fourteen wards in New York City than in the whole of Great Britain and Ireland.

In the reign of Henry VIII it was enacted that no person should keep above 2,000 sheep nor hold more than two farms. The arid region of the United States comprises 1,300,000 square miles, or nearly one-third of the extent of the entire country.

An oculist says, "blue-eyed people are color-blind, and we are told that women, as a rule, have better eyesight than men." Woman is the only female in creation who plumes is finer than that of its mate.

At Dundonnell, Australia, there is a blue gum tree which has an estimated height of 450 feet. It is believed to be the tallest tree in the world. During the second Carthaginian war, B.C., the Roman legion was 5,200 men. Under Mantine, B.C. 38, it was 6,000 foot and 700 horse.

There are about 17,000,000 men of voting age in the United States. The census of 1890 revealed a foreign-born adult population of 4,348,459. The highest lakes in the world are in the Himalayas in Tibet, where there are bodies of water as high as 20,000 feet above the level of the sea.

From 1661 to 1680 it was customary in English theatres to return the price of admission to persons who left before the close of the first act. At the head of the Gulf of Bothnia there is a mountain, on the summit of which the sun shines perpetually during the five days of June, 19th, 21st, 22nd, and 23rd.

The President of the United States receives the salary of \$50,000 a year, and the expenses of the office are paid by appropriations amounting to about \$75,000 a year. Great was the power of the Roman Emperors nineteen centuries ago. Tiberius forbade men to wear silk, declaring it fit for women only; and his command was still obeyed.

The smallest race of human beings known are the inhabitants of the Andaman Islands. Their average stature is three and one-half feet, and few of them weigh more than sixty-five pounds.

It is true of the United States as of Great Britain, that the sun never sets on its territory, for when it is 6 P.M. on Attou Island, Alaska, it is 9:35 A.M. of the following day at Eastport, Maine.

A valuable asbestos formation has been discovered near Casper, Wyo. It is reported to be the best colored asbestos yet found, and is pronounced superior to the best quality of Italian asbestos.

There are said to be more than 3,000 prehistoric buildings in Sardinia. They are almost all in the fertile districts and built in groups, which are separated from one another by wide and generally barren places.

The salary of the Prince of Wales is \$200,000 per year, Duke of Connaught \$125,000, Duke of Edinburgh \$125,000, and the Duke of Cambridge, the Queen's cousin, \$60,000. The royal family costs British taxpayers \$40,000 a week.

Noblemen in scores were created by Christopher, a negro who ruled as Emperor of Hayti from 1811 to 1820. Among the ill-fated confederates were those of the Duke of Marmalade, the Count of Lemonade, and the Earl of Brandy.

There is a point near the famous Stony Cave, in the Catalina Mountains, where ice may be found on any day in the year. This locality is locally known as the North, and is walled in on all sides by steep mountains, some of which are more than 3,000 feet high.

NEWS AND GOSSIP.

The late Queen of Wurtemberg left \$21,000,000. The Austrian Government runs tobacco stores. Switzerland will have an international labour congress in 1923.

There are 10,000 miles of overhead telegraph wires in London. Two German professors ate cholera bacilli with no ill effects. The Spectator says that "the art of conversation is dead."

150 hundred delegates attended the Labour Congress at Glasgow. Only one officer in the Prussian Army has been raised from the ranks. The personal estate of the late Duke of Manchester was £553.

English railway union men decided against demanding eight hours. London photographers find a great demand for pictures of Buffalo Bill. The Rothschilds sent another £1,500,000 in gold to Russia last month.

The Germans are trying the experiment of introducing coolie labour into East Africa. Michael Bernoff, a Russian journalist, has completed a walk from St. Petersburg to Paris. Under the proposed German Army bill 500,000 able-bodied men are to be kept constantly under arms.

The report that the situation in Samoa is unsatisfactory to the German Foreign Office is confirmed. Denmark has a system of insurance that provides for honest poor who are over sixty years of age.

An electrical gold finder, designed for prospecting in alluvial deposits, is being made by an English firm. The New York Times the leading newspaper of St. Petersburg, will probably establish a Paris edition.

The pilgrimages to Rome on the occasion of the Pope's jubilee will begin at the end of January. During the coming year France will spend \$1,000,000 for arms and ammunition for the cavalry alone.

The Spanish delegates to the Monetary Conference in Brussels have been instructed to advocate bimetalism. The immigration report of Germany shows that in the last ten months 129,946 persons have gone to America.

Parnell's ex-colour will publish a portion of his private political documents with the idea of influencing Home Rule debates. The Turkish Government has issued an edict prohibiting army officers below the rank of Major from having more than one wife.

Germany blames Novelist Stevenson for the disquieting rumors affecting Samoa, and believes he is working in British interests. Cancer has been discovered in American brook trout in a pond in New Zealand. It was supposed that the disease was unknown to fishes.

The augmentation of the visible stocks of gold in the leading banks of Europe during 1892, at nine months of 1892, has been nearly \$300,000,000. According to reports of the United States Secretary of Legation at St. Petersburg, the Siberian Railway will be completed within six years.

German scientists laugh at the fears of some persons that there is danger of cholera infection in goods for the World's Fair shipped via Hamburg. Dr. Hansen will take provisions enough to last five years on his North Pole expedition. He will sail from Norway in June and proceed to Nova Zembla.

American's new rifle fires 120 rounds a minute and is sighted at 2,700 yards. Though it pours out a high stream of bullets it does not become too hot to handle. The London Daily News expresses astonishment at Balfour's assumption that the best economic thought of the present day is favourable to bimetalism.

The profits of the Paris Postoffice, which last year amounted to \$100,000,000 have moved the Postoffice clerks to consider what steps they should take for getting their salaries raised. The Postmaster-General of Norway has ordered that after January 1, 1893, the bicycle shall be used by all country postmen for the delivery of mails where the roads will permit.

A ruined round tower, forty feet high, in Montparnasse Cemetery, is all that remains of the numerous windmills which crowned the heights of Paris and its environs three centuries ago. A Boston man who saw several bull fights last time that he was in Southern Europe, says that nowadays the horns of the attacking animal are so muffled in rubber that he is really a bull in boxing gloves.

against twins and triplets. Parents who desire this kind of insurance pay in \$25, and in case of twins they will receive \$250, and in case of triplets \$375.

According to European papers, there is still a possibility that Columbus will be numbered among the saints. In a recent interview the Pope said that he had received letters from priests and Bishops all over the world, asking that the great discoverer be canonized.

The German Minister to Peking, Mr. Brandt, has resigned his office because the German Emperor refused him official sanction of his proposed marriage to an American woman, Miss Hart. Several German officials of the highest rank have American wives.

The money voted by the British Naval Defence Act is exhausted. The new regime favors the building of ships of a lesser tonnage than heretofore, and proposes that the tonnage of the British warship shall be reduced from 10,000 to 10,000 tons. They will increase the number of torpedo cruisers.

Dr. Silen, a well-known B-virian, wants to go to the Reichstag. He has issued an appeal to his constituents which contains the following admission: "During my whole life I have not drunk a drop of beer." One German paper declares this to be the most astonishing utterance on record coming from a Bavarian.

DEAFNESS ABSOLUTELY CURED.—A Gentleman who cured himself of Deafness and Noise in the Head, of 14 years standing, by a new method, will be pleased to send full particulars free. Address HERBERT CLIFTON, 8, Shepherd's Place, Kensington Park, London, S.W., Eng.—(Adv.)

CHINA COAST METEOROLOGICAL REGISTER.

5th January, 1893.—At 4 p.m.									
STATION.	Barometer	Thermometer	Humidity	Wind	Force	Direction	Sea	Clouds	Remarks
Tokyo	30.08	50	75	NW	4
Nagasaki	30.13	50	75	NW	4
Shanghai	30.13	50	75	NW	4
Swatow	30.13	50	75	NW	4
Amoy	30.13	50	75	NW	4
Swatow	30.13	50	75	NW	4
Hongkong	30.13	50	75	NW	4
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Amoy	30.13	50	75	NW	4
Swatow	30.13	50	75	NW	4
Hongkong	30.13	50	75	NW	4
Shanghai	30.13								

The Share Market.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank—115 per cent. sellers.
 The National Bank of China, Ltd.—on £8.10. paid up, 35 per cent. div. sellers.
 The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—24, sellers.
 The Bank of China, Japan & the Straits Ltd.—Founders' shares, 250, sellers.
 Chinese Imperial Loan of 1884, B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.
 Union Insurance Society of Canton—\$82 per share, buyers.
 China Traders' Insurance Company—\$56 per share, sellers.
 North China Insurance—Tis. 225 per share, sellers.
 Canton Insurance Company, Limited—\$105 per share, buyers.
 Yangtze Insurance Association—\$102, sellers.
 On Tai Insurance Company, Limited—Tis. 150 per share.
 Hongkong Fire Insurance Company—\$255 per share, sellers.
 China Fire Insurance Company—\$374 per share, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$31 sales and buyers.
 China and Malacca Steam Ship Company—28, buyers.
 Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.
 Douglas Steamship Company—\$37 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—76 per cent. premium, sellers.
 Geo. Fenwick & Co., Limited—\$144 per share, buyers.
 Hongkong Hotel Company—\$22, sales and sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sales and sellers.
 The Shamsham Hotel Co., Limited—\$5 per share, sellers.
 Panjion and Sunghie Dua Samantan Mining Co.—\$5 per share, sales and buyers.
 The Roub Gold Mining Co., Limited—60 cents per share, sales and buyers.
 New Imuris Mining Co., Limited—\$24 per share, sellers.
 The Balmoral Gold Mining Co., Limited—nominal.
 Tongkin Coal Mining Co.—\$85 per share, sales and buyers.
 The Jebleu Mining and Trading Co., Limited—\$5, 10 per share, sales and buyers.
 The Selama Tin Mining Co., Limited—5 cents per share, sales and sellers.
 London and Pacific Petroleum Co., Ltd.—nil, nominal.
 China Sugar Refining Company, Limited—\$145 per share, sellers.
 Luzon Sugar Refining Company, Limited—\$31, nominal.
 A. S. Watson & Co., Limited—\$154 per share, sellers.
 Dakin, Guelchbank & Co., Limited—\$4 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
 The Kowloon Land Investment Co., Limited—\$8 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$18 per share, sellers.
 The West Point Buildings Co., Limited—\$26 per share, sellers.
 H. C. Hoon & Co., Limited—\$15 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$45 per share, sales.
 Hongkong Rope Manufacturing Company, Limited—\$100 per share, sellers.
 Hongkong Gas Company—\$105 per share, sales and buyers.
 Hongkong Ice Company—\$68 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$51 per share, sellers.
 The Green Island Cement Co.—\$44 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$24 per share, sellers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$55 per share, buyers.

EXCHANGE.

ON LONDON—Bank, T. T. 2/8 1/2
 Bank Bills, on demand 2/8 1/2
 Bank Bills, at 4 months' sight 2/8 1/2
 Credits at 4 months' sight 2/9
 Documentary Bills, at 4 months' sight 2/9 1/2
 ON PARIS—Bank Bills, on demand 3/40
 Credits, at 4 months' sight 3/48
 ON INDIA—T. T. 22 1/2
 On Demand 22 1/2
 ON SHANGHAI—Bank, T. T. 7 1/2
 Private, 30 days' sight 7 1/2

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Capt. Clutterbuck, R.N. Captain Moore, R.N.
 Mrs. Clutterbuck. Lieut. O'Malley.
 Mr. G. C. Cox. Mr. N. O'Neil and child.
 Mr. and Mrs. Deering. Mr. K. Oppenheim.
 Mr. H. B. Buck. Mr. and Mrs. Paul.
 Mr. C. Evelyn. Mr. and Mrs. Paul.
 Mr. R. J. Forrest. Mr. R. Peel.
 Hon. and Mrs. Goodman. Mr. C. M. Perkins.
 Mrs. Guilleaume and Mr. and Mrs. E. Sharp.
 maid. Mr. F. E. Shean.
 Captain Hellhoff. Miss Stephenson.
 Mr. F. Henderson. Mr. Velich, 2 children.
 Mr. Chas. H. Hill. Mr. and Mrs. J. S.
 Mr. and Mrs. Inchbald. Snadell.
 Mr. and Mrs. Manx. Mr. and Mrs. F. O.
 and child. Seaton.
 Monsieur Forester. Mr. Taylor.
 Monsieur Hamill.

VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie. Miss C. G. Hogg.
 Mr. St. J. Benjamin. Miss Hogg.
 Mr. A. L. Borradori. Mr. and Mrs. W. Macbean.
 Mr. H. E. Bosshall. children and nurse.
 Mr. H. B. Buck. Mr. Chas. C. Malich.
 Rev. R. F. Cobbold. Mrs. Van Nier.
 Mr. Cochran. Mr. A. Ross.
 Mr. and Mrs. C. C. M. F. Saunders.
 Cohen. Mr. and Mrs. W. J.
 Mr. J. B. Goughrie. Saunders.
 Mr. D. Crawford. Mr. and Mrs. J. S.
 Mr. Geo. Fenwick. Snadell.
 Mr. and Mrs. Harding Mr. and Mrs. F. O.
 and child. Seaton.
 Monsieur Forester. Mr. Taylor.
 Monsieur Hamill.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mr. V. Kofod.
 Mr. Chaudet. Mr. W. H. R. Loxley.
 Mr. F. East. Mr. F. Mallard.
 Mr. W. S. Harrison. Mr. W. R. Needham.
 Mr. Thos. Howard. Mr. H. Medhurst.
 Mr. Morton Jones. Mr. A. E. Skeels.
 Mr. C. H. Gale. Mr. Sparrow.
 Mr. W. H. Gaskell. Mr. Geo. L. Tomlin.

Shipping.

ARRIVALS.
 CHOY-SANG, British steamer, 1,194, R. C. D. Bradley, 5th Jan.—Wuhu 1st Jan., General.
 BORNEO, Italian steamer, 1,499, F. Ansaldo, 6th Jan.—Bombay 16th Dec., and Singapore 25th, General—Carlowitz & Co.
 TELEMACUS, British steamer, 1,397, J. Barwise, 6th Jan.—Liverpool 10th Nov., and Singapore 29th Dec., General—Butterfield & Swire.
 BAYERN, German steamer, 2,576, H. Engelbart, 6th Jan.—Shanghai 8th Jan., Mails and General—Melchers & Co.
 STRATHCLYDE, British steamer, 2,151, L. Whyte, 6th Jan.—New York 3rd Nov., General—Dodd, Currie & Co.
 SWIFT, British gunboat, 6th January, from Canton.

DEPARTURES.
 Jan. 5, Hangchow, British str., for Canton.
 Jan. 6, Choyang, British steamer, for Canton.
 Jan. 6, Polux, German steamer, for Saigon.
 Jan. 6, Thalis, British str., for Swatow, &c.
 Jan. 6, Yehsin, Chinese str., for Shanghai.
 Jan. 6, Canton, British steamer, for Shanghai.

The German steamer *Bayern* reports that she left Shanghai on the 8th inst. Had fine weather with southerly wind.
 The British steamer *Telemaqus* reports that she left Liverpool on the 19th November, and Singapore on the 20th ultimo. Had fresh monsoon from Singapore.

PASSENGERS—ARRIVED.
 Per *Bornio*, str., from Bombay, &c.—142 Chinese.
 Per *Telemaqus*, str., from Liverpool, &c.—Mr. and Mrs. Thistlethwaite, and 204 Chinese.
 Per *Bayern*, str., from Shanghai—Captain Hellhoff, Messrs. E. Waelen, Huck, and 26 Chinese.

Post Office.

A MAIL WILL CLOSE—
 For Shanghai—Per *Nanyang* to-morrow, the 7th inst., at 3.30 P.M.
 For Yokohama and Hogo—Per *Oceanic* to-morrow, the 7th inst., at 3.30 P.M.
 For Singapore, Batavia, Samarang, and Sourabaya—Per *Bornio* to-morrow, the 7th inst., at 3.30 P.M.

SHIPPING IN HONGKONG

STEAMERS.
 ADEN, British steamer, 2,517, Wibmer, 5th Jan.—London 12th Nov., and Singapore 29th Dec., General—P. & O. S. N. Co.
 AMOY, German steamer, 662, Wolff, 4th Jan.—Bangkok 27th Dec., General—Ed. Schellhass & Co.
 BERNARD, British steamer, 1,487, J. H. Clark, 2nd Jan.—Saigon 29th Dec., Rice, Paddy, and Salt—Man Woo.
 BORNEO, Dutch steamer, 1,490, H. Klein, 28th Dec.—Java (Cebu) 17th Dec., Sugar—Jardine, Matheson & Co.
 CHINA, German steamer, 875, P. Voss, 26th Dec.—Saigon 19th December, Rice—Melchers & Co.
 CHINA, American steamer, 5,200, Wm. B. Seabury, 30th Dec.—San Francisco 6th Dec., and Yokohama 25th, Mails and General—P. & O. S. N. Co.
 CICKRO, British steamer, 1,030, A. George, 3rd Jan.—Saigon 29th December, General—Arnhold, Karberg & Co.
 CLARA, German steamer, 675, H. Island, 30th Nov.—Canton 30th November, General—Slattery & Co.
 EMERALD OF CHINA, British steamer, 3,003, R. Archibald, 2nd Jan.—Vancouver 15th Dec., Yokohama 25th, Kobe 30th, and Shanghai 1st Jan., General—C. P. R. Co.
 FORMOSA, British steamer, 674, T. Hall, 4th Jan.—Tamsui 30th Dec., Amoy 1st Jan., and Swatow 3rd, General—D. Laprak & Co.
 FUPING, Chinese steamer, 525, J. Watts, 30th Dec.—Canton 30th Dec., General—C. E. & M. Co.
 GLAREAR, British steamer, 1,407, Murray, 1st Jan.—Saigon 28th Dec., Rice and Paddy—Jardine, Matheson & Co.
 KIEL, German steamer, 811, M. W. Kruisfeldt, 5th Jan.—Bangkok 28th December, Rice—Melchers & Co.
 HEBE, Norwegian steamer, 1,660, F. W. Peterson, 28th Dec.—Batoum 6th Nov., Petrolium—Order.
 HIN-FUNG, Chinese steamer, 1,069, John Warwick, 5th Jan.—Canton 5th January, General—C. M. S. N. Co.
 LIOHNGING, British steamer, 3,124, J. C. Spence, 3rd Jan.—Canton 17th Dec., Penang 24th, and Singapore 27th, Opium and General—D. Sassoon, Sons & Co.
 MATHILDE, German steamer, 600, P. Moos, 31st Dec.—Quinhon 28th December, General—Slattery & Co.
 NAMOA, British steamer, 863, T. Harris, 5th Jan.—Fouchow 1st Jan., Amoy 3rd, and Swatow 4th, General—D. Laprak & Co.
 NINGPO, German steamer, 762, Lehmann, 31st Dec.—Canto 31st Dec., General—Slattery & Co.
 OCEAN, British steamer, 1,650, J. Behrens, 3rd Jan.—Hamburg and Singapore 27th Dec., General—Slattery & Co.
 ORION, Austrian steamer, 1,760, G. Wallutshlag, 31st Dec.—Trieste 12th Nov., and Singapore 24th Dec., General—D. Sassoon, Sons & Co.
 SIAM, British steamer, 901, Walter Nicor, 4th Jan.—Saigon 30th Dec., Rice—Kin Yee Loong.
 SOOCHOW, British steamer, 999, N. Martin, 1st Jan.—Canton 1st Jan., General—Butterfield & Swire.
 SWATOW, German steamer, 631, C. Blag, 4th Jan.—Haiphong 2nd January, Rice and General—A. R. Marry.
 TAI-YUEN, British steamer, 1,450, R. Nelson, R.N.R., 5th Jan.—Nagasaki 31st Dec., General—Butterfield & Swire.
 THIRLET, British steamer, 1,665, E. P. Blahop, 30th Dec.—Singapore 21st Dec., General—P. & O. S. N. Co.
 VIKING, German steamer, 656, H. R. Gonsard, 3rd Jan.—Canton 28th Nov., General—Wielor & Co.
 YUKANO, British steamer, 887, W. Waddlowe, 5th Jan.—Shanghai and Swatow 4th Jan., General—Jardine, Matheson & Co.

RAILWAY VEHICLES.

1st Jan. British bank, 300, Moore, 1st Dec.—Hendon, Beas, Butterfield & Swire.

CHURCHSTOW, British bark, 473, W. Bullis, 24th Dec.—Fremantle 10th October, Sandalwood—Slattery & Co.
 HARVARD, American bark, 982, L. A. Colcord, 25th Nov.—Singapore 21st Oct., Timber—Master.
 IMACOS, Norwegian bark, 575, Olsen, 17th Dec.—Amoy 15th Dec., Ballast—Order.
 JENNY, American schooner, 405, Edwards, 2nd Dec.—Yap and Pailow, 27th November, Ballast—Weller & Co.
 JOHN BARLEY, American bark, 700, F. P. Shepherd, 16th Dec.—Chefoo 8th Dec., General—Master.
 LOTHAIR, Italian bark, 718, P. Gardello, 13th Dec.—Callao 8th August, Old Iron and Brass—D. Munro & Co.
 NAM-SHUNG-SHUI, Chinese schooner, 300, Luk, 1st Dec.—Yap and Pailow, 27th November, Timber—Yung Kee.
 NICOVA, British bark, 195, T. Norris, 16th Nov.—Bangkok 5th November, Timber—Wielor & Co.
 WM. J. ROTCH, American ship, 1,664, Geo. L. Bray, 3rd Dec.—San Francisco 13th Oct., Flour—Fung Sang & Co.

Hotels.

COLONIAL HOTEL.
 PROPRIETOR—K. J. SHELLIM.
 THE COLONIAL HOTEL, No. 1, JUBILEE STREET, (west side of the New Central Market) is most centrally situated and has excellent accommodation for visitors.
 TIFINS AND DINNERS provided at the shortest notice.
 A Spacious BAR with LIQUORS of the best quality. DRAUGHT BEER A SPECIALTY.
 CHARGES MOST REASONABLE.
 Hongkong, 10th December, 1892. 12226

WINDSOR HOTEL.
 (In Connaught Buildings),
 QUEEN'S ROAD, HONGKONG.
 THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.
 Cuisine and European management. Each Bed-room has its own Bath-room Hot and Cold water. Passenger Elevator to all Floors.
 Charges from \$2 per day upwards.
 Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.
 Hongkong 23rd August, 1892. 25

BAY VIEW HOTEL.
 MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-kei-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.
 The Cuisine is supervised in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tifins prepared in First-class style on the shortest notice, and Meals can be served at all hours.
 Hongkong, 2nd May, 1892. 1480

THE BOA VISTA HOTEL.
 BISHOP'S BAY, MACAO.
 THIS HOTEL is situated on the sea shore in one of the best and healthiest parts of Macao, and commands an admirable view facing the South. Its accommodation is unsurpassed in the Far East.
 Every comfort is provided for Visitors, with an excellent Cuisine, and Wines, Spirits and Malt Liquors of the best brands.
 Hot, Cold, Shower and Sea Water Baths. Large and well Ventilated Dining, Billiard and Reading Rooms, and a well supplied Bar.
 A small Dairy is attached to the premises.
 MRS. MARIA B. DOS REMEDIOS, Proprietress.

THE SHAMEN HOTEL.
 BRITISH CONCESSION, CANTON.
 THIS FIRST-CLASS HOTEL, admirably situated within a short distance of the River Steamer Wharves, is now open to receive Visitors.
 The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.
 The Table D'Hôte is supplied with every luxury in season, and the cuisine is in expert hands.
 Wines, Spirits, Malt Liquors, etc., of the best quality only.
 A WELL APPOINTED BILLIARD ROOM, A. F. DO ROZARIO, Manager.
 Hongkong, 1st September, 1892. 127

HAUSENSTEIN'S HOTEL.
 AMOY.
 THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.
 An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.
 Terms Moderate. R. HELLWIG, Proprietor.
 Amoy, 1st September, 1892. 128

PEAK HOTEL.
 OPEN ALL THE YEAR ROUND.
 THIS commodious and well appointed HOTEL, situated at a height of 1,500 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is now open and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.
 SPECIAL WINTER RATES.
 The Rates for BOARD and LODGING during the Winter Months, from November 1st to March 31st, have been reduced as follows:—
 One person, one month, \$50.00
 Married couple (occupying one room) per month, \$85.00
 One person per day, \$2.50
 Married couple per day, \$3.50
 For full particulars apply to VICTORIA HOTEL.
 Hongkong, 15th October, 1892. 1814

TRAVELLERS HOTEL.
 No. 19, 20, Queen Victoria Street.
 WINE AND SPIRITS
 BEST QUALITY ONLY.
 BEER ON DRAUGHT.
 MEALS ALL HOURS, FIRST CLASS BEDS.
 TERMS VERY MODERATE.
 H. OLIVER, Proprietor.
 Hongkong, 19th December, 1892. 1244

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY
 THROUGH TO NEW YORK, via OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.
PROPOSED SAILING FROM HONGKONG.
 China Wednesday, 11th Jan.
 Peru Saturday, 28th Jan.
 City of Rio de Janeiro Saturday, 18th Feb.

THE U. S. Mail Steamship
 "CHINA" will be despatched for SAN FRANCISCO, via YOKOHAMA, on WEDNESDAY, the 11th Jan., at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., .. \$225.00
 To Liverpool and London 325.00
 To Paris and Bremen 345.00
 To Havre and Hamburg 335.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30-day Ticket.	Continental Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	292.50	295.00
St. Paul, Minn., Minneapolis, Minn.	297.50	295.00
Chicago, Ill.	299.50	295.00
Milwaukee, Wis.	302.50	301.50
Cincinnati, Ohio	304.50	304.20
Columbus, Ohio	304.50	302.75
Detroit, Mich.	306.55	305.00
Cleveland, Ohio	309.55	307.45
Toronto, Canada	311.00	308.50
Pittsburg, Penn.	312.50	307.45
Niagara Falls, N.Y., Buffalo, N.Y.	313.00	308.50
Washington, D.C., Baltimore, Md.	317.00	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	312.50
New York	319.75	312.50
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
 Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
 4 months \$337.50
 12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
 Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, No. 72, Queen's Road Central.
 J. S. VAN BUREN, Agent.
 Hongkong, 3rd January, 1893. 12

J. F. Blackhead & Co.,
 SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS.
 NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.
 No. 7, Praya, Central, HONGKONG.

HARTMANN'S GREY PAINT for coating the bottoms of IRON and STEEL SHIPS.
 SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION for the BOTTOMS OF IRON and STEEL SHIPS.
 HARTMANN'S GREY PAINT for coating the bottoms of IRON and STEEL SHIPS.

MOTOR LAUNCHES PATENT DAIMLER.
 DAIMLER INDUSTRIAL MOTORS.
 TRAMWAYS, COACHES and FIRE ENGINES.

LIFE-BUOYS, LIFE-RAFTS, LIFE-BELTS to Board of Trade Rules.
 ENGINEERS AND BLACKSMITHS' MACHINERY AND TOOLS.
 EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

CARDIFF, AUSTRALIAN and JAPAN COALS, supplied at the shortest notice. Steamers at lowest market rates.
 Hongkong, 19th October, 1892. 1244

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
 Belge Thursday, 19th Jan., '93.
 Oceanic Thursday, 9th Feb., '93.
 Galle Tuesday, 28th Feb., '93.

THE Steamship "BELGIC" will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 19th January, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., .. \$225.00
 To Liverpool and London 325.00
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Chicago, Ill.	299.50	295.00
Milwaukee, Wis.	302.50	301.50
Cincinnati, Ohio	304.50	304.20
Columbus, Ohio	304.50	302.75
Detroit, Mich.	306.55	305.00
Cleveland, Ohio	309.55	307.45
Toronto, Canada	311.00	308.50
Pittsburg, Penn.	312.50	307.45
Niagara Falls, N.Y., Buffalo, N.Y.	313.00	308.50
Washington, D.C., Baltimore, Md.	317.00	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	312.50
New York	319.75	312.50
Boston, Mass.	321.15	317.00
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All the above Rates are in Mexican Dollars.
 Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.
 Through tickets issued to Passengers booking to Europe or to Overland points, are good for transportation across the America, Continent, via the Union Pacific Railway System only.
 Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
 4 months \$337.50
 12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.

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 J. S. VAN BUREN, Agent.
 Hongkong, 28th December, 1892. 12

Intimations.
SIEN TING,
 SURGEON DENTIST,
 No. 10, D'AGUIAR STREET.
 TERMS VERY MODERATE.
 Consultation free.
 Hongkong, 27th September, 1892. 1666

HONGKONG TIMBER YARD, WANCHAI.
 OREGON PINE SPARS and LUMBER Always on Hand.
 L. MALLORY.
 Hongkong, 24th June, 1891. 1661

SCOTT'S EMULSION
 OF PURE COD LIVER OIL WITH Hypophosphites of Lime & Soda
 IS NOTHING UNUSUAL. THIS PREPARED BY PERFECTION. THREE TIMES AS EFFICIENT AS PLAIN OIL. AVOID SUBSTITUTIONS AND IMITATIONS.
 Sold by all Chemists.
 SCOTT & BOWNE, LIMITED, 47 FARRINGTON ST., LONDON, E.C.

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 SCOTT & BOWNE, LIMITED, 47 FARRINGTON ST., LONDON, E.C.

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1893.
 (SUBJECT TO ALTERATION).
 Empress of China | Wednesday | Jan. 15th, '93.

THE R. M. S. "